

Reports of the City Works Committee Meeting held at 7.30pm on Tuesday, 27 April 2010.

APOLOGIES

ACKNOWLEDGEMENT OF LAND

DECLARATIONS OF INTEREST

Pecuniary Interests

Non Pecuniary – Significant Interests

Non Pecuniary – Less than Significant Interests

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Minutes of the City Works Committee held on 27 April 2010

Present

His Worship the Mayor, Councillor A Rule (Chairperson)
Councillor F Borg
Councillor A Chanthivong
Councillor S Dobson
Councillor W Glynn
Councillor P Hawker
Councillor M Thomas
Director Business Services - Mr M Sewell
Director Community Services - Ms L Deitz
Director City Works - Mr J Hely
Manager Assets and Supply Services - Mr G Mitchell
Manager Compliance Services - Mr A Spooner
Manager Corporate Support - Mr S Kelly
Manager Cultural Services - Ms L Havilah
Manager Customer Service - Mr I Hudson
Manager Emergency Services - Mr J Dodd
Manager Executive Services - Mr N Smolonogov
Manager Financial Services – Ms C Mears
Manager Healthy Lifestyles - Mr M Berriman
Manager Human Resources – Mr B Mortimer
Manager Information Management and Technology - Mr S McIlhatton
Manager Library Services - Mr G White
Acting Manager Operations - Mr A Davies
Manager Property Services - Mr J Milicic
Acting Manager Technical Services - Mr K Lynch
Manager Waste and Recycling Services - Mr P Macdonald
Executive Assistant - Mrs K Peters

Apology (Borg/Chanthivong)

That the apologies from Councillors Lake and Dobson be received and accepted.

CARRIED

Acknowledgement of Land

An Acknowledgement of Land was presented by the Chairperson Councillor Rule.

DECLARATIONS OF INTEREST

There were no Declarations of Interest at this meeting.

1. TECHNICAL SERVICES

1.1 Traffic Committee

Reporting Officer

Manager Technical Services

Attachments

1. Minutes of the Local Traffic Committee Meeting held on 8 April 2010
2. Minutes of the Campbelltown Traffic Committee Meeting held on 8 April 2010

Purpose

To seek Council's endorsement of the recommendations arising from the Local Traffic Committee and Campbelltown Traffic Committee Meetings held on 8 April 2010.

Report

RECOMMENDATIONS OF THE LOCAL TRAFFIC COMMITTEE 8 APRIL 2010

Reports Listed for Consideration

LTC 10/10 Belmont and Harrow Roads, Glenfield - Review of Children's Crossings Glenwood Public School

1. That Council support the present Children's Crossing in Belmont and Harrow Roads as the most suitable pedestrian facilities outside Glenwood Public School.
2. That Council write to the Roads and Traffic Authority seeking advice regarding installation dates of dragons teeth at school zones through the Campbelltown area, in particular, outside Glenwood Public School.
3. That Council install parking bay dashed linemarkings for the bus zone in Belmont Road.

RECOMMENDATIONS OF THE CAMPBELLTOWN TRAFFIC COMMITTEE 8 APRIL 2010

Reports Listed for Consideration

CTC 10/10 Traffic Safety Improvements - St Johns Road, Bradbury, Appin Road to The Parkway

1. That Council does not install a temporary roundabout at the intersection of St Johns Road and The Parkway, Bradbury.
-

2. That Council Officers undertake monitoring of traffic conditions during the next twelve months and provide a further report for the Traffic Committee's consideration if adverse traffic safety conditions are developing.
3. That the respondents be advised of Council's decision.

CTC 10/11 English Street and Chesham Parade, Glenfield - Parking management

1. That Council canvass the opinion of residents of English Street to determine what parking restriction options are supported.
2. That Council Rangers monitor parking within Chesham Parade for cars parked too close to driveways.

CTC 10/12 Macquarie Road, Ingleburn - Pedestrian Safety in Shared Zone

1. That information in the body of report is noted.
2. That Council Officers continue to promote shared zone as indicated in the body of the report.

CTC 10/13 Fuchsia Crescent, Macquarie Fields and Lindesay Street, Leumeah - Speeding Concerns

1. That the information be noted.
2. That Council write to the Fuchsia Crescent resident advising the results of the speed survey.
3. That Council further investigate options for addressing traffic speed and accidents in Lindesay Street, Leumeah, in the vicinity of Broughton Street including the consideration of traffic signals at the intersection by the RTA.

CTC 10/14 Traffic Safety and Lighting Issues - Kingfisher Street, Ingleburn

1. That Council install additional speed limit 50km patches in Kingfisher Street, Ingleburn.
2. That Council requests the New South Wales Police Force to undertake speed tasking in Kingfisher Street.
3. That all residents of Kingfisher Street be advised of Council's decision.

CTC 10/15 Jagers Place, Tigg Place and Miggs Place, Ambarvale - Parking Concerns

1. That the information be noted.
 2. That further discussion with residents take place and a report be presented to a future meeting of the Traffic Committee.
-

CTC 10/16 Car Parking - Campbelltown Hospital

That Council contact Campbelltown Hospital Management to request the installation of appropriate signage.

Officer's Recommendation

That the recommendations of the Local Traffic Committee and Campbelltown Traffic Committee as detailed in the Minutes of the meeting held on 8 April 2010 be adopted.

Committee's Recommendation: (Hawker/Chanthivong)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 4 May 2010 (Rule/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 76

That the Officer's Recommendation be adopted.

ATTACHMENT 1



LOCAL TRAFFIC COMMITTEE MINUTES

8 April 2010

LOCAL TRAFFIC COMMITTEE

Traffic matters related to the functions delegated to Councils under the Transport Administration Act 1988.

Minutes Summary

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No reports this round		
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No reports this round		
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No reports this round		

LOCAL TRAFFIC COMMITTEE MINUTES

Traffic matters related to the functions delegated to Councils under the Transport Administration Act 1988.

Minutes of the Local Traffic Committee held on 8 April 2010

1. ATTENDANCE

Campbelltown City Council

Councillor P Lake (Chairperson)

Councillor P Hawker

Acting Manager Technical Services - Mr K Lynch

Coordinator Traffic and Road Design - Mr A Fernando

Team Leader Traffic Investigation - Mr F Sirc

Senior Engineer Traffic- Mr M Arya

Administrative Assistant - Mrs S Lambert

Roads and Traffic Authority

Mr D Lance

Police Representatives

Sergeant M Madgwick

Bus Companies

Busways - Mr S Grady

Interline - Mr B East

Representatives of State Member of Parliament

Representing Member for Camden - Mr R James

Representing Member for Campbelltown - Mr J Duncan

2. APOLOGIES

Nil

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 11 March 2010 were adopted by Council at its meeting on 6 April 2010.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

LTC.10/10 Belmont and Harrow Roads, Glenfield - Review of Children's Crossings Glenwood Public School

Previous Report: CTC. 09/92, LTC. 10/6, TC 131/87

Electorate: Macquarie Fields

Author Location: Traffic and Road Design Unit

Attachments

1. Glenwood Public School Locality Plan
2. Belmont Road Traffic Survey Details: Speed Result Comparisons
3. Harrow Road Traffic Survey Details: Speed Result Comparisons
4. Belmont Road Weekly Volume Counts by hour
5. Harrow Road Weekly Volume Counts by hour

Background (08/04/2010)

Glenwood Public School Parents and Citizens Association have responded to the resolution of Council regarding the recommendations from Campbelltown Traffic Committee at its meeting of 17 December 2010. The P&C Association advises they are in full support of the recommendations that came out of the Committee but are seeking an upgrade of the two children's crossings in Belmont and Harrow Roads, adjacent to the school.

Subsequent communication between Council Officers and the P&C Association has clarified that the request for upgrade means upgrading the existing crossings to pedestrian crossings.

It was recently reported to the Committee at its meeting of 11 March 2010 concerning the consideration of a children's crossing in Sunderland Drive, Raby, that advice from the Office of the Minister for Roads, Minister for Commerce, is that Children's crossings are legally the most stringent marked pedestrian crossings for managing traffic. When operating, children's crossings are the strongest traffic regulation of their type and offer more protection than a pedestrian crossing (zebra crossing).

At the same meeting of 11 March 2010 the Roads and Traffic Authority representative advised that the warrant criteria that justifies the installation of a pedestrian crossing is still being applied as per the Traffic Authority of NSW guidelines "Guidelines for Traffic Facilities" (Green Manual).

Traffic Volume Results:

Council has recently deployed traffic counter classifiers in both Belmont and Harrow Roads, within the School Zones, as indicated in the attached Glenwood PS locality plan. The counters were located at positions that were previously used in order to make comparisons.

For Belmont Road, the peak hourly volume spasmodically reached the 200 vph mark for the morning period giving a midweek average morning peak hour count of approximately 200 vph. Belmont Road did not achieve the 200 vph for the afternoon peak hour, giving a midweek average of 171 vph. Due to the location of the counter the results gives an exaggeration of vehicle numbers due to parents undertaking 'U-Turns', driving eastbound down Belmont Road and turning back at Balimo Place, thus doubling on some vehicle numbers due to 'U-Turns'. The average daily traffic count for Belmont Road for the week ending 2 March 2010 was 1472 vpd.

Harrow Road, north of Trobriand Crescent, at the rear of the school, has similar average daily traffic to Belmont Road, having recorded 1350 vpd for the period ending 4 March 2010. The peak hour volumes, however, are 60% to 74% (morning and afternoon hours respectively) lower than Belmont Road.

In assessing hourly traffic volumes the two crossing sites do not meet the warrant criteria in consideration for a marked pedestrian crossing.

Speed Results

As indicated in the attached speed traffic survey results the 85th percentile speed for Belmont Road (total traffic) is 55.4km/h and for Harrow Road 61.2km/h. In comparing previous survey results traffic speeds have reduced. The speeds within the school zone hours (8-9am and 3-4pm) have also decreased, however the speeds on the departure side of the crossing (exiting the school zones) are still high. The average speed in Belmont Road has significantly reduced from the previous 2002 count. In Harrow Road the average speeds are somewhat similar to the previous 2006 counts.

Pedestrian Surveys

Council carried out manual pedestrian survey counts on a number of occasions during February/March 2010 at the two crossings. Pedestrian usage at Belmont Road children's crossing was considered good with the order of 100 and 140 pedestrians (morning and afternoon respectively). Approximately 90 to 95% of pedestrians used the crossing (pending on the day) with others crossing the road towards the east where the indent bay is located on the southern kerb. There is more adult pedestrian activity occurring in the afternoon period with many parents entering the school grounds to pick up their children.

The pedestrian behaviour activity at the Harrow Road children's crossing was considered poor with a range of 7-8 pedestrians using the crossing. This represents approximately 30% of pedestrians that crossed Harrow Road with the majority crossing in the vicinity of Trobriand Crescent, which is south of the children's crossing.

The children's crossing in Harrow Road was positioned at its present position for two reasons. It was located at the original school pedestrian access at its northern border and it maximised the length of sight distance to the crossing due to the vertical alignment in Harrow Road. It appears from present construction activity at the school via the 'A Nation Building Project' (Australian Government Economic Stimulus Plan) the school pedestrian access on Harrow Road has been relocated.

Pedestrian surveys were also conducted outside the main hours of before and after school finding no pedestrians using the facilities.

Results indicate that the children's crossings in both Belmont and Harrow Roads are the most suitable crossing facilities for the school. It was noted by Council Officers that the crossing flags were being displayed continuously outside the nominated operational hours making the flags subject to vandalism and theft. The continuous display of flags also takes away the significance of the flags to local drivers.

To increase the safety of pedestrians at the crossings it is recommended that physical devices such as kerb extensions, traffic islands or raised thresholds be considered to reduce conflict between vehicles and pedestrians and provide lane discipline. It is also recommended that the School forward advice to parents about promoting the use of the children's crossing in Harrow Road and reconsider the positioning of the rear pedestrian gate.

Following Campbelltown Traffic Committees meeting of 17 December 2009 a senior Council officer has met with representatives of the Glenwood Public School and also attended the Schools PC Committee meeting of 17 March 2010. A number of issues raised previously have progressed, such as removal of redundant signage, listing for Road Safety promotion, installation of traffic counters and maintenance of linemarking.

In the recent meeting a number of treatments have been requested with Officer's comments attached below.

- "Dragon's Teeth" to the entry to the school zone. Comment: The Committee has previously been advised that the outlay of the "dragon's teeth" is being rolled out in an RTA program. A Ministerial News Release (24 May 2009) indicated an aim that every NSW school zone will install dragon's teeth by the end of 2011. It is recommended that Council write to the RTA seeking an installation date for the teeth at Glenwood Public School.
 - Zig Zag pavement markings. Comment: Council is presently reviewing the sight distance at the crossings.
 - Bus Zone Pavement Markings. Comment: RTA guidelines allow messages on pavement for Bus Lanes only. It is suggested to the Committee to give consideration to the installation of a parking bay (dashed lines) for the bus zones in Belmont Road.
 - Fencing at front and rear gate. Comment: Recent pedestrian surveys shows that the pedestrian desire line to the centre of the children's crossing in Belmont Road were well developed with new pram ramps being the focal point. Fencing is not considered necessary. The crossing in Harrow Road is of concern regarding the relocation of the school rear access gate. It is suggested that the school should reinstate the exit point following the construction of school buildings.
 - Operation of crossing for non primary school children. Comment: Recent pedestrian surveys show that the existing crossings were well used by adults within the hours before and after school, except for the Harrow Road crossing. At Belmont Road, outside school hours the small number of adults and high school students (less than 10 ped/hour) crossing the road east of the crossing near the bus zones. Traffic volumes are considered low outside school hours.
 - Advice on Crossing Supervisors. Comment: Crossing supervisors are trained to encourage all pedestrians to adhere to their instructions; however, there is no legal obligation for pedestrians to obey. Motorists, however, must obey the Stop Sign that the supervisor displays.
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Discussion (08/04/2010)

The Acting Manager Technical Services advised the Committee that a report was presented to the Traffic Committee at its meeting on 17 December 2009. The meeting was attended by the Principal of Glenwood Public School and school representatives. Following this meeting a senior Council Officer met with the Principal and also attended the Schools P & C Committee meeting.

A number of issues raised previously have progressed, and Council will continue to monitor the situation and also Council's Road Safety Officer will visit the school regarding school education.

The Committee were advised that the Zig Zag pavement markings and sight distance at the crossings have been reviewed and a copy of the update was provided to the Committee advising that sufficient sight distances for both crossings are available. Zig Zag linemarkings are only recommended where sufficient sight distance to a marked crossing or a childrens' crossing is not available.

The Committee discussed the matter and supported the recommendations as presented.

Recommendation of Local Traffic Committee

1. That Council support the present Children's Crossings in Belmont and Harrow Roads as the most suitable pedestrian facilities outside Glenwood Public School.
2. That Council write to the Roads and Traffic Authority seeking advice regarding installation dates of dragons teeth at school zones through the Campbelltown area, in particular, outside Glenwood Public School.
3. That Council install parking bay dashed linemarkings for the bus zones in Belmont Road.

6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

No reports this round

8. DEFERRED ITEMS

No reports this round

P Lake
CHAIRPERSON

ATTACHMENT 2



CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES

8 April 2010

CAMPBELLTOWN TRAFFIC COMMITTEE

Traffic related items to Council requiring technical advice and are outside of the Delegation functions issued to Councils by the Road and Traffic Authority.

Minutes Summary

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CTC.10/12	Macquarie Road, Ingleburn - Pedestrian Safety in Shared Zone	
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CTC.10/14	Traffic Safety and Lighting Issues - Kingfisher Street, Ingleburn	
6.	LATE ITEMS	
No reports this round		
7.	GENERAL BUSINESS	
CTC.10/15	Jaggers Place, Tigg Place and Miggs Place, Ambarvale - Parking Concerns	
CTC.10/16	Car Parking - Campbelltown Hospital	
8.	DEFERRED ITEMS	
No reports this round		

CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES

Traffic related items to Council requiring technical advice and are outside of the Delegation functions issued to Councils by the Road and Traffic Authority.

Minutes of the Campbelltown Traffic Committee held on 8 April 2010

1. ATTENDANCE

Campbelltown City Council

Councillor P Lake (Chairperson)

Councillor P Hawker

Acting Manager Technical Services - Mr K Lynch

Coordinator Traffic and Road Design - Mr A Fernando

Team Leader Traffic Investigation - Mr F Sirc

Senior Engineer Traffic- Mr M Arya

Administrative Assistant - Mrs S Lambert

Roads and Traffic Authority

Mr D Lance

Police Representatives

Sergeant M Madgwick

Bus Companies

Busways - Mr S Grady

Interline - Mr B East

2. APOLOGIES

Nil

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 11 March 2010 were adopted by Council at its meeting on 6 April 2010.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

CTC.10/10 Traffic Safety Improvements - St Johns Road, Bradbury, Appin Road to The Parkway

Previous Report: CTC 09/07, CTC 08/24, LTC 09/23, CTC 09/81

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

Attachments

Design Plan 12068R - Concept Plan for proposed temporary roundabout (Under separate cover)

Background (08/04/2010)

In response to repeated concerns received from one resident in St Johns Road, Bradbury, a Design Plan was presented for traffic safety improvements in St Johns Road, Bradbury in May 2009 (LTC 09/23). The Committee considered the report presented and recommended:

1. *That the Design Plan 12068, Option 2 be approved for the installation of traffic islands and linemarking in St Johns Road, Bradbury.*
2. *That Council investigate a design for a temporary roundabout at the intersection of St Johns Road and The Parkway.*
3. *That the New South Wales Police Force undertake speed tasking in St Johns Road, Bradbury.*

Following endorsement of the Traffic Committee recommendations by Council, traffic islands were installed in St Johns Road between The Parkway and St Johns Road.

Council continued to receive concerns from the same resident in St Johns Road of traffic safety in St Johns Road, Bradbury. Therefore, Council officers have progressed the concept design (12068R) for the temporary roundabout at the intersection of St Johns Road and The Parkway. The concept plan prepared for the temporary roundabout had a number of impacts on traffic and parking amenities in the vicinity of the intersection of The Parkway and St Johns Road, Bradbury. The Committee considered these impacts and resolved:

1. *That the proposed concept Design Plan 12068R be sent to the affected residents in St Johns Road and bicycle user groups for comment.*
2. *That a further report be presented to the Traffic Committee incorporating the public comments.*

Accordingly, the Design Plan was sent to the affected residents for their comment highlighting the expected impacts from the proposal.

Council received 5 written comments from the residents as part of the community consultation. Out of all 5 comments, 4 residents raised objections to the proposed temporary roundabout, highlighting their concerns in brief as follows:

- Motorists safety is considered but not resident's safety.
- Inability to exit their driveway legally in a forward direction.
- Too close to Appin Road intersection.
- Council installed traffic islands recently and it has reduced speed and incidents.
- Loss of quality of life.
- Loss of property value.
- Loss of on-street parking from the proposed roundabout and by relocating the bus zone.
- Increase in noise from bus acceleration due to relocating the bus zone to an uphill location.
- Roundabout is ineffective at the intersection of The Parkway.
- Likely to increase the road traffic noise at the roundabout due to errand vehicles hitting the temporary roundabout

One resident who supported the concept was the same resident who raised the issue repeatedly and has subsequently sent email correspondence confirming that during the holiday period there was no speeding or traffic incidents. It was considered previously that during this period the incidents were high.

The residents who objected to the concept proposal also suggested that:

- Speed enforcement be undertaken in the street.
- Speed camera be installed.
- Roundabout be considered at the intersection of Campbellfield Avenue and St Johns Road

In view of the justified objections received and the positive effect of the recent traffic calming devices installed, it is suggested that no further action be undertaken at the present time. Further monitoring is to be undertaken during the next twelve months of the traffic condition in St Johns Road, Bradbury, and a further report to be considered if traffic incidents increase in the street.

Discussion (08/04/2010)

The Committee discussed the matter and supported the recommendations as presented.

Recommendation of Campbelltown Traffic Committee

1. That Council does not install a temporary roundabout at the intersection of St Johns Road and The Parkway, Bradbury.
 2. That Council Officers undertake monitoring of traffic conditions during the next twelve months and provide a further report for the Traffic Committee's consideration if adverse traffic safety conditions are developing.
 3. That the respondents be advised of Council's decision.
-

CTC.10/11 English Street and Chesham Parade, Glenfield - Parking management

Previous Report: LTC. 08/66, LTC. 08/48, LTC. 06/48, TC. 201/01

Electorate: Macquarie Fields

Author Location: Traffic and Road Design Unit

Attachments

1. Locality Plan of English Street
2. Photographs showing English Street on-street parking
3. Plan 12111 English Street Provision of non reflective pavement markers
4. Plan 12106 Foreman Street parking restrictions

Background (08/04/2010)

English Street

Council is in receipt of a complaint regarding the encroachment of commuter parking in English Street, Glenfield, making it unsafe to drive through and restricting property access.

English Street is a narrow 8 m wide road, 290 m in length, which 'dog-legs' between Canterbury Road and Trafalgar Street. It provides access to 27 residential lots. Council previously constructed the existing entry threshold devices at both entrances to English Street in order to discourage motorists from using the street as a short cut.

The Traffic Committee at its meeting of 29 November 2001 addressed parking concerns at the intersection of English Street and Canterbury Road and provided 15m long "No Stopping" restrictions in English Street. At its meeting of 20 November 2008, the Traffic Committee was presented with Plan 12111 showing a 24m/ 32m extension to the "No Stopping" restriction in English Street from its intersection of Trafalgar Street, and the provision of non reflective raised markers at the two bends within English Street. This treatment was provided to define lane discipline through the bends.

Council Officers have recently undertaken a number of site inspections confirming anecdotally (without surveys) that commuter parking extends into English Street by approximately 10 vehicles. It is also believed that commuters are also parking in Trafalgar Street from a point 33 metres east of English Street towards the intersection of Canterbury Road. Vehicles are parking on both side of the road in English Street, especially beyond the first bend. This practice would make it difficult for residents accessing their driveways by restricting their visibility of on-coming traffic. With commuters parking on both sides of the road, and the limited sight distance at the bends, it makes it difficult to drive through without pull over bays.

Council has provided parking management treatment in Foreman Street, which is similar to English Street. The Traffic Committee at its meeting of 28 August 2008 considered a parking restriction option following responses from local residents. The parking scheme in Foreman Street provides interspersed 3P and unrestricted parking on both sides of Foreman Street between Chesham Parade and the departure side of the 's-bends'. 3P restrictions were placed on the opposite side of driveway to allow better opportunity for egress. Additionally, yellow edge-line marking also was provided to highlight the "No Stopping" restrictions at street corners, including the intersection of Foreman Street and Chesham Parade, Glenfield.

Chesham Parade

Council officers have also received representation from a resident through a Councillor requesting that parking restrictions be considered in Chesham Parade due to inconsiderate parking practices of commuters restricting access to properties.

As Chesham Parade is wide enough to safely accommodate parked vehicles it is believed that parking enforcement will alleviate the issue raised. This situation will be monitored over the following months and consideration of parking restriction can be considered if the parking does not improve.

The Transport Infrastructure Development Corporation has advised through its Construction Update for the South West Rail Link that the Roy Watts Road Multi-storey commuter car park is well progressed with the ground slabs completed. Construction of the Level 3 suspended floor slab and commencement of Level 4 slab will take place in April.

The completion of the multi-storey car park early in the third quarter of 2010 is likely to reduce the demand for expansive on-street parking.

Discussion (08/04/2010)

The Committee discussed the matter and supported the recommendations as presented,

Recommendation of Campbelltown Traffic Committee

1. That Council canvass the opinion of residents of English Street to determine what parking restriction options are supported.
 2. That Council Rangers monitor parking within Chesham Parade for cars parked too close to driveways.
-

CTC.10/12 Macquarie Road, Ingleburn - Pedestrian Safety in Shared Zone

Previous Report: LTC 05/47, TC 151/02, 242/97

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

Attachments

Copy of shared zone educational leaflet

Background (08/04/2010)

Council officers have received a request from a Councillor for investigating the provision of traffic calming devices in Macquarie Road, Ingleburn, within the section between Oxford and Ingleburn Roads.

The Traffic Committee at its meeting of 3 October 2002 endorsed the recommendations for the provision of shared zone, 10km/h speed limit, in Macquarie Road in the section between Oxford Road and Cambridge Street. The section north of Cambridge Street to Ingleburn Road has 'General Urban Speed Limit' of 50km/h. Speed limit in Macquarie Road from Ingleburn Road to Fields Road is 60km/h.

No.	Section of Macquarie Road	Section length	Speed Limit
1.	Oxford Rd to Cambridge St	approx. 240m	10km/h Shared Zone
2.	Cambridge St to Ingleburn Rd	approx. 60m	50km/h
3.	Ingleburn Rd to Fields Rd	approx. 1330m	60km/h

As part of its investigation, Council officers undertook a traffic survey and analysed the accident data provided by the Roads and Traffic Authority (RTA).

According to the RTA's accident database of the latest five year period ending December 2008 two accidents have happened in Macquarie Road outside the shared zone in the mid-block section between Cambridge Street and Ingleburn Road. In addition, there are two more accidents within a 30m distance of the Ingleburn Road and Macquarie Road intersection. The details of the accidents in the Sections 1 and 2 are given in the following table.

		Macquarie Road	
		Section 1 (Shared Zone)	Section 2*
Total Accidents		NIL	4
Accident Type	Pedestrian		
	Loss of control		2
	MB- Manoeuvre		1
	IS-Manoeuvre		1
Lighting	Dark		1
	Dusk/Dawn		
	Day Light		3
Surface Condition	Dry		3
	Wet		1
Accident Severity	Fatality		
	Injury		2
	Tow-away		2
Age of Key Vehicle Driver	16-25 year		2
	26-50 year		2
	>50 year		
	Unknown		
Key Vehicle Driver's Sex	Male		3
	Female		1
	Unknown		

MB = Mid-Block

IS = Intersection

* includes accidents at the Ingleburn Road intersection

It can be reasonably assumed that the shared zone in Macquarie Road has a direct contribution to not having any recorded accidents within the zone irrespective of a number of motorists still driving at speed in excess of the shared zone speed limit of 10km/h as recorded as part of the speed survey.

However, Council officers have observed incidents, where both motorists and pedestrians have shown disregard in a shared zone. There is a need for educating both motorists and pedestrians of their responsibilities in using a shared zone before any engineering devices are considered.

As part of the education program Council officers took the opportunity at the recent Ingleburn Alive Festival to promote shared zone by displaying posters and distributing road safety flyers. A copy of the flyer distributed is attached for information.

An article is also proposed for the upcoming Compass delivering the same messages as the above mentioned flyers.

Further education will be undertaken as part of road safety programs in a number of ways, such as:

- Further utilising Council sponsored public events
- Advertising in Council newsletters
- Promoting through Council website
- On site educational advertising
- Advertising in local newspapers
- Installing banners, placing posters at shop frontages in the shared zones
- Distributing leaflets at the shopping centres

Council Officers will continue to monitor and promote the safety of pedestrians within the shared zone by also considering the provision of:

- Additional 10k pavement logos
- Additional shared zone signage
- Courtesy speed indicators

It is suggested that the information be noted.

Discussion (08/04/2010)

The Acting Manager Technical Services advised of a number of complaints received regarding vehicles speeding in the shared zone area in Macquarie Road in the section between Oxford Road and Cambridge Street.

There is a need to educate motorists and pedestrians with regard to the use of shared zones and it is suggested that Council undertake further community education to highlight their responsibilities and to emphasise safety within shared zones.

The Interline bus representative requested further discussion take place on the modification of the 10km/h shared zone and was advised by the Roads and Traffic Authority representative that the RTA do conduct speed reviews from time to time. The Bus representatives concern was the practicability of vehicles, especially buses, being able to be driven at a speed below 10km/hr. It was mentioned that drivers currently drive at speeds of about 20km/hr.

The Committee discussed the matter and was of the opinion that any increase in the signposted speed limit will result in drivers further exceeding the speed limit.

The Committee agreed that the lack of accidents indicated that the shared zone was performing well in the current layout and with 10km/hr signposting. The Committee agreed that no further engineering devices may be required, and further education as noted in the report be undertaken at this stage.

Recommendation of Campbelltown Traffic Committee

1. That information in the body of report is noted.
 2. That Council Officers continue to promote shared zone as indicated in the body of the report.
-

**CTC.10/13 Fuchsia Crescent, Macquarie Fields and Lindesay Street,
Leumeah - Speeding Concerns**

Previous Report: LTC 10/13

Electorate: Campbelltown and Macquarie Fields

Author Location: Traffic and Road Design Unit

Attachments

1. Traffic Survey Details
2. Traffic Volume vs 85th percentile speed for 50km/h streets
3. Traffic Volume vs 85th percentile speed for 60km/h streets

Background (08/04/2010)

In response to the number of concerns received from residents regarding speeding vehicles in local streets, Council Officers have undertaken speed recording surveys in the following local streets:

1. Fuchsia Crescent, Macquarie Fields
2. Lindesay Street, Leumeah and Campbelltown

The traffic volume, vehicle speed and percentage of heavy vehicles (Class 3 and above) are presented in the Attachment. The results of each street are discussed below.

Fuchsia Crescent, Macquarie Fields

Fuchsia Crescent, Macquarie Fields is a loop road having access at both ends from Saywell Road in a section between Harold Street and Fields Road. Speed limit in the streets is 50 km/h. Two traffic classifiers were installed at the following two locations.

1. 10m north of Plume Close and
2. 120m south of Saywell Road

A summary of results of the survey are;

Location	10m N Plume Close		120m S Saywell Road	
Direction	Northbound	Southbound	Northbound	Southbound
Average Daily Traffic Volume (vpd)	151	187	147	112
85 th percentile speed (km/h)	47.9	46.4	46.4	49.0
% vehicle above 50 km/h	10.2 %	6.1 %	7.1 %	11.8 %
% vehicle above 60 km/h	0.7 %	0.3 %	1.2 %	1.8 %

The results indicate that 85th percentile speed (15% vehicles are travelling at speeds above this speed) in both directions are lower than the signposted speed limit of 50 km/h. Attachment 2 indicates that Fuchsia Crescent has better compliance to the signposted speed limit compared to other streets in the LGA with signposted speed limit of 50 km/h.

According to the Roads and Traffic Authority's (RTA) accident database of the latest five year period ending 2008 only two accidents have happened at the Fuchsia Crescent and Saywell Road intersection. In both accidents vehicles were travelling in Saywell Road. There is no record of accidents involving vehicles to and from Fuchsia Crescent.

Fuchsia Crescent, Macquarie Fields, is a local street having low traffic volume and satisfactory compliance to the signposted speed limit. No accidents have been recorded in the latest five year period within the RTA's accident database. Therefore, it is suggested that traffic calming devices not necessary in the street.

Lindesay Street, Leumeah/Campbelltown

Lindesay Street is a local street which connects Bradbury Avenue, Campbelltown, with O'Sullivan Road, Leumeah is approximately 12m wide. The street is approximately 2.5 km in length with one carriageway in each direction and on-road cycleway on both sides. The street has roundabouts at Dumaresq Street, Broughton Street, Chamberlain Street and O'Sullivan Road intersections with 'T' intersection treatments at the Dan Street (north) and Burns Road intersections. Two wombat crossings are installed each in the 40km/h School Zone and in the 'S' bend section between Dan Street (north) and Burns Road, where 40km/h speed zone exists.

Leumeah Road has three signposted speed limit configurations. Length of each segment with signposted speed limit is indicated in the following table.

No.	Section	Section length	Speed Limit
1.	Bradbury Av to south of Dumaresq St	approx. 180m	60km/h
2.	South of Dumaresq St to south of Sturt St	approx. 370m	40km/h School Zone
3.	South of Sturt St to north of Mereil Rd	approx. 1030m	60km/h
4.	North of Mereil Rd to south of Cowper St	approx. 620m	40km/h
5.	South of Cowper St to O'Sullivan Rd	approx. 300m	60km/h

Council has installed one traffic classifier in February/March 2010 in Section 5 above. Previously in August 2009 another traffic classifier was installed in the Section 3. Summary of results are presented in the following table;

Location	150m S O'Sullivan Road (Section 5)		35m S Warby Street (Section 3)	
	Northbound	Southbound	Northbound	Southbound
Average Daily Traffic Volume (vpd)	1868	1374	2592	2592
85 th percentile speed (km/h)	62.6	61.9	64.1	61.2
% vehicle above 50 km/h	82.3 %	78.9 %	89.3 %	74.3 %
% vehicle above 60 km/h	26.5 %	23.6 %	35.7 5	20.2 %

The results indicate that the 85th percentile speed in Lindesay Street is approximately 62km/h. As indicated in the Attachment-3 this speed is comparative with speeds in other streets within the LGA having speed limit of 60km/h.

Traffic volume in Lindesay Street in Section 3 includes the intersection of Broughton Street and Chamberlain Street is approximately 5200 vehicles per day. This volume is approximately 60% higher than the residential area of Section 5 which is north of the 40km/h speed limit area.

According to the RTA accident database of the latest five year period ending 2008 fifty five accidents have happened in Lindesay Street. This includes accidents within 30m at all street intersections. Details of the accidents of all the five sections are summarised in the following table.

		Lindesay Street				
		Section 1	Section 2	Section 3	Section 4	Section 5
Total Accidents		5	1	40	7	2
Accident Type	Pedestrian				1	
	Loss of control	1	1	3	4	
	MB- Manoeuvre	2		15		1
	IS-Manoeuvre	2		22	2	1
Lighting	Dark	1		7	4	1
	Dusk/Dawn	1	1	4	1	1
	Day Light	3		29	2	
Surface Condition	Dry	4	1	33	6	2
	Wet	1		7	1	
Accident Severity	Fatality					
	Injury	1	1	24	4	1
	Tow-away	4		16	3	1
Yearly Accidents	2004	4		12	2	
	2005	1		9		1
	2006			8	1	1
	2007		1	6	3	
	2008			5	1	
Age of Key Vehicle Driver	16-25 year			13		
	26-50 year	4	1	13	3	1
	>50 year	1		12		
	Unknown			2	4	1
Key Vehicle Driver's Sex	Male	2		25	3	1
	Female	3	1	15	1	1
	Unknown				3	

MB = Mid-Block

IS = Intersection

Twenty three of the forty accidents in Section 3 are at the Broughton Street intersection and five accidents at the Chamberlain Street intersection. Of the 55 accidents only one accident involved a pedestrian. Nine of the 55 accidents are loss-of-control type which could be attributed to speeding.

In Section 3, the above table indicates a continuous decline in accidents from being 12 accidents in the year 2004 to 5 accidents in the year 2008. Reduction in accidents could be due to cascading impact of 'General Urban Speed Limit' of 50km/h in adjoining local streets.

In view of the high number of accidents at the Broughton Street roundabout, ameliorative measures are necessary for improving the traffic safety at the intersection. According to the accident database, key vehicle in majority of accidents were travelling in Broughton Street. Twelve of the twenty three at this intersection involved cross traffic and six accidents being rear-end collisions. There was only one loss-of-control type accident at the intersection.

A number of options can be considered to improve the safety are.

1. Speed limit reduction
2. Provision of speed reducing devices, speed cushions
3. Traffic signals at the Broughton Street intersection
4. Provision of kerb blisters in Lindesay Street.

Speed Reduction Option

Traffic surveys conducted before and after the introduction of 50km/h 'General Urban Speed Limit' in local streets indicates reduction of approximately 5km/h in the 85th percentile speed in 10km/h reduction of the signposted speed limit. The 85th percentile speed in Lindesay Street as indicated in the Attachment 2 is in the lower end if compared with other streets having signposted speed limit of 60km/h. As the street has lower speed environment with existing traffic calming devices it can be suggested that the RTA be requested to review speed limit in Lindesay Street with the view of reducing it to the 'General Urban Speed Limit' of 50km/h.

Speed Reducing Devices Option - Speed Cushions

Studies conducted in Hobart has indicated that 1.9m wide cushions can reduce 85th percentile speed by 10km/h to 11 km/h with considerable percentage reduction in number of vehicles travelling at speeds in excess of the signposted speed limits.

Studies conducted in UK and USA indicates that with the provision of speed cushions, noise level of light vehicles reduces substantially, which are attributed to the changes in vehicle speeds. Variation in noise level correlates with the variation in vehicle speed and which subsequently correlates with the spacing between the devices. It is important that spacing of cushions is optimised for average speed to reduce while maintaining a fairly constant speed profile along the street in the effective management of noise impact due to the provision of speed cushions.

Traffic Signals Option

Majority of the accidents at the Broughton Street intersection involved vehicles travelling in Broughton Street. These accidents could be due to restricted sight distance of the vehicles leaving Lindesay Street. Consideration should be given traffic signals at the intersection in lieu of a roundabout and the site be considered for blackspot funding.

Kerb Blisters Option

Council has provided kerb blisters at strategic locations in local roads to improve lane discipline. These blisters in addition to preventing motorists wandering into on-road cycleways also assist pedestrians in crossing streets safely. Reduced carriageway widths are effective in reducing vehicle speeds along the length of a street which leads to reduction in accident numbers and severity, which improves road safety. It is suggested that a further investigation be undertaken for the provision of kerb blisters in Lindesay Street, Leumeah.

Discussion (08/04/2010)

The Committee discussed the matter and supported the recommendations as presented.

Recommendation of Campbelltown Traffic Committee

1. That the information in the body is noted.
2. That Council writes to the Fuchsia Crescent resident advising the results of the speed survey.
3. That Council further investigates options for addressing traffic speed and accidents in Lindesay Street, Leumeah, in the vicinity of Broughton Street including the consideration of traffic signals at the intersection by the RTA.

CTC.10/14 Traffic Safety and Lighting Issues - Kingfisher Street, Ingleburn

Previous Report: CTC 09/22, CTC 09/40, TC75/04, TC94/02

Electorate: Macquarie Fields

Author Location: Traffic and Road Design Unit

Attachments

Response Summary from Resident Survey, March 2010

Background (08/04/2010)

Council received a number of concerns regarding traffic and safety issues in Kingfisher Street over the past seven years and Council addressed these issues by undertaking a number of improvements in the area as noted in this report. The purpose of this report is to advise the Committee of the results of a Community Survey undertaken in March 2010, in response to the latest concerns raised by a resident.

April/May 2003

Issues:

A resident in the street expressed concerns regarding excessive vehicle speed in Kingfisher Street, Ingleburn.

Council Action: (TC 94/03)

A Speed Survey was undertaken in the street and survey results were reported to the Traffic Committee in July 2003.

Outcome:

The New South Wales Police Force was requested to undertake speed tasking in the street, as the survey results indicated that 70% of drivers were exceeding the speed limit of 50km/h.

November 2003

Issues:

Feedback from the New South Wales Police Force that enforcement is not sufficient to control speed in Kingfisher Street and further engineering device required. Council also received concern of the safety of children crossing Kingfisher Street near Kingfisher Reserve.

Council Action:

Report presented to the Traffic Committee in November 2003, following a community consultation of 180 households.

Outcome:

The Committee resolved to consider a pedestrian facility to be installed near Kingfisher Reserve between Ibis Place and Kite Place. It was considered that a pedestrian refuge with kerb blisters on approaches to the island will act as a traffic slow point.

June 2004

Council Action:

In actioning the recommendations made by the Committee in November 2003, a report was presented to the Committee with design proposal to install a pedestrian refuge in Kingfisher Street in the vicinity of Ibis Place.

Outcome:

The design plan (11762) that included the installation of the pedestrian refuge in Kingfisher Street, Ingleburn was approved by the Traffic Committee.

May 2005

Pedestrian refuge island in Kingfisher Street was constructed following consultation with adjoining residents.

August 2006

Issues:

A resident near the refuge island believes that the speeding is still present in Kingfisher Street and requested a further speed survey be undertaken.

Council Action:

The speed survey undertaken in September 2006 in Kingfisher Street indicated that the speed in the street has reduced following the installation of the pedestrian refuge. The concerned resident has been advised of the finding.

May 2008

Issues:

This particular resident again raised concerns with the Mayor that the speeding is still present in Kingfisher Street and requested the refuge island be removed as it is ineffective in reducing the speed in the street.

Council Action:

The Mayor and Council Officers met with the resident on site and a number of concerns were discussed. Further speed surveys in Kingfisher Street were undertaken and reported to the Traffic Committee at its meeting in July 2008.

The Committee was advised of the reduction in speed as compared to results in 2006, as noted in the following table:

Traffic Direction	Traffic Volume		> 50 km/h		> 60 km/h	
	2006	2008	2006	2008	2006	2008
Northbound	325	330	71.3%	53.6%	32.5%	17.0%
Southbound	328	362	72.1%	45.2%	33.0%	8.5%
% reduction	(-) 5.97 %		27.28%		59.38%	

Outcome:

The Committee agreed with the officer's recommendation that Council continue to monitor traffic behaviour in Kingfisher Street and a further report be presented if considerable traffic behaviour occurred.

September 2008

Issues:

The Mayor and Council Officers met with the resident and received further requests as follows;

- Footpaths
- Lighting
- Pedestrian Crossing
- Adjustment to signs and linemarking.

Outcomes

The resident was given a number of undertakings and advised a report would be presented to the Traffic Committee with his request for a pedestrian crossing.

Footpath request was included in the list of footpaths for consideration. Street lights were inspected and the Integral Energy was requested to inspect the level of lighting in the street. This inspection revealed some burnt out lights which were replaced.

Further increasing of street lighting was not considered appropriate as lighting levels meet Australian Standard.

Council installed 50k patches in Kingfisher Street on approach to the pedestrian refuge in October 2008.

May 2009

As part of assessment of the request for a pedestrian crossing, a pedestrian survey was undertaken of the location. Following the pedestrian survey, a report was presented to the Traffic Committee (CTC 09/22) with consideration of warrant requirements for a marked crossing.

Outcome:

The Committee resolved that a marked pedestrian crossing request not be supported at the existing pedestrian refuge due to the requirements of the warrant not being satisfied. The resident was advised of the Committees findings.

November 2009

The resident has again raised his concerns regarding:

- The need for a footpath in Kingfisher Street as road width is not sufficient for pedestrians to walk on the road pavement.
- Increase street lighting.
- Place speed logos closer to the refuge island as there is speeding in the street.

In response to these concerns the resident was advised that the broader issues raised will further be consulted with the community for their feedback, in early 2010.

Council sent a Community Survey form to residents in Kingfisher Street in March 2010, seeking responses in the following areas:

Question 1 Whether there is a speeding concern and whether speed humps are supported.

Question 2 Whether poor driver behaviour is observed at night.

Question 3 Feedback on the observed pedestrian movement noted by the resident and the need for a footpath.

Question 4 Whether the resident is satisfied with the level of lighting or are improvements required.

Question 5 Other safety concerns.

Council sent out surveys and received 16 responses from the residents and responses received are summarised in the attachment.

As indicated in the attachment, out of the 16 responses received 9 residents identified that there is speeding in the street in the evening and night, 2 long time residents said that there is no problem with speeding.

8 residents objected to speed humps while 4 residents wanted speed humps at other locations other than their property.

8 residents confirmed that more signage and police enforcement was required to deter speeding in the street, also 6 residents confirmed that there are problems of driver behaviour at night and could not nominate any repeated offenders.

There is support for a footpath to be installed in the street (9 residents) and it appears from the survey that the pedestrian desire line is along Kingfisher Street.

The level of lighting in the street was considered satisfactory by the majority of respondents (9 residents). Most residents were of the opinion that Integral Energy should attend to burnt out lights and replace them quickly. The level of lighting was inspected at night by Council Officers and the level of lighting was of a suitable level.

In view of the majority responses received it is suggested that the following actions are taken:

- Install additional 50k pavement patches in Kingfisher Street at the northern and southern ends.
- Request the New South Wales Police Force to undertake speed tasking in the evening and night time in Kingfisher Street.
- Council Officers undertake the classification of the footpath in Kingfisher Street and it be placed in the new footpath program for future consideration.

Discussion (08/04/2010)

The Committee discussed the matter and supported the recommendations as presented.

Recommendation of Campbelltown Traffic Committee

1. That Council install additional speed limit 50k patches in Kingfisher Street, Ingleburn.
2. That Council requests the New South Wales Police Force to undertake speed tasking in Kingfisher Street.
3. That all residents of Kingfisher Street be advised of Council's decision

6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

CTC.10/15 Jagers Place, Tigg Place and Miggs Place, Ambarvale - Parking Concerns

Previous Report: LTC 09/28
Electorate: Wollondilly
Author Location: Traffic and Road Design Unit

Attachments

Nil

Discussion (08/04/2010)

A report was presented to the Traffic Committee at its meeting on 11 June 2009 advising of a petition received regarding a number of concerns with parking behaviour of motorists during the school peak periods in Jagers Place, Tigg Place and Miggs Place, Ambarvale.

The Acting Manager Technical Services advised that a letter was distributed to residents within the areas concerned advising that Council would endorse 'No Stopping'; restrictions in Miggs Place and Tiggs Place, Ambarvale in the afternoon peak period.

Following community consultation two letters were received by Council from residents and the Committee were advised that further discussion will take place with residents and a report will be presented to a future meeting of the Traffic Committee.

Recommendation of Campbelltown Traffic Committee

1. That the information be noted.
 2. That further discussion with residents take place and a report be presented to a future meeting of the Traffic Committee.
-

CTC.10/16 Car Parking - Campbelltown Hospital

Previous Report: CTC 09/69
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

Nil

Discussion (08/04/2010)

At the Traffic Committee meeting on 3 September 2009 the Interline bus representative advised of the difficulties experienced by bus drivers when buses terminate at the turning area at Campbelltown Hospital. The physical size of the area is adequate but due to illegal parked vehicles the turning path for buses is restricted and at times blocked. The Bus company have approached the Hospital to seek their assistance to ensure patrons adhere to signposting.

The Committee were advised of an incident which had occurred last week whereby a bus had to reverse to the roundabout as a car was parked on the kerb at the entrance to the Hospital and if this parking problem was to continue the Interline bus representative advised that the buses would have no other alternative other than to terminate at the corner of Therry Road and Copperfield Drive, Ambarvale.

The Interline bus representative requested the support of the Traffic Committee and Council to contact the General Manager of Campbelltown Hospital to request Hospital Management install appropriate signage.

Recommendation of Campbelltown Traffic Committee

That Council contact Campbelltown Hospital Management to request the installation of appropriate signage.

8. DEFERRED ITEMS

No reports this round

P Lake
CHAIRPERSON

1.2 Minutes of the Community Safety Sub Committee meeting held on 11 March 2010

Reporting Officer

Manager Technical Services

Attachments

Minutes of the Community Safety Sub Committee meeting held on 11 March 2010.

Purpose

To seek Council's endorsement of the Minutes of the Community Safety Sub Committee meeting held on 11 March 2010.

Report

Detailed below are the recommendations of the Community Safety Sub Committee. Council officers have reviewed the recommendations and they are now presented for Council's consideration. There are no recommendations that require an individual resolution of Council.

Recommendations of the Community Safety Sub Committee

Reports listed for consideration

7.1 Summary of Crime Statistics for the LGA

That the information be noted.

7.2 Campbelltown City Crime Prevention Plan 2009-2012

That the Campbelltown City Crime Prevention Plan 2009-2012 be submitted to Council for adoption.

7.3 Local Issues Raised by the Community

That the information be noted.

7.4 Community Safety Program 2010

That the information be noted.

8.1 Council Representation on Community Committees

That the information be noted.

8.2 Macarthur Garden Electronic Notice

That the information be noted.

8.3 Ingleburn Alive Festival

That the information be noted.

Officer's Recommendation

That the Minutes be noted.

Committee's Recommendation: (Borg/Glynn)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 4 May 2010 (Rule/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 76

That the Officer's Recommendation be adopted.

ATTACHMENT 1

Minutes of the Community Safety Sub Committee

Held Thursday 11 March 2010 in Civic Hall

1. Acknowledgement of Land

An Acknowledgement of Land was presented by Gary Potts.

2. Attendance and Apologies

Attendance: Councillor Fred Borg (Chairperson)
Councillor Mollie Thomas (Acting Chairperson)
Ben Gilholme - Youth Advisory Sub Committee Representative
Gary Potts - Aboriginal Advisory Sub Committee Representative
Keith Kent - Community Representative
Sharynne Freeman - Community Representative
Mark Brett - Macquarie Fields Police
Con Galea - Campbelltown Police
Jorge Montana - CALD Community

Also in Attendance: John Hely - Director City Works
Kevin Lynch - Manager Technical Services
Bruce McCausland - Manager Community Resources and Development
Paul Nunnari - Representing Graham West MP
Vanessa South - Main Street Ambassador
Kiera Grierson - Campbelltown Performing Arts High School
Kristy Peters - Executive Support

Apologies: Lindy Deitz - Director Community Services
Amanda Fisher - Community Safety Officer
Mick Ward - PCYC

Note: Councillor Borg left the meeting due to other commitments part through item 7.3 when Councillor Mollie Thomas acted as Chairperson.

Sub Committee's Recommendation (Brett/Thomas)

That the above apologies be accepted.

CARRIED

3. Declarations of Interest

There were no Declarations of Interest made at this meeting.

4. Minutes of the Previous Meeting

Report

The minutes of the Community Safety Sub Committee meeting held 12 November 2009 copies of which have been circulated to each Sub Committee member were adopted by Council at its meeting held 15 December 2009.

Officer's Recommendation

That the information be noted.

Sub Committee Note:

It was noted that at the previous meeting Keith Kent should have been noted as an apology.

Sub Committee's Recommendation (Gilholme/Kent)

That the information be noted.

CARRIED

5. Business Arising from Previous Minutes

Nil.

6. Correspondence

Nil.

7. Reports

7.1 Summary of Crime Statistics for the LGA

Purpose

To provide the Community Safety Sub Committee with an update of crime trends or issues that may be of concern.

Report

Representatives from Campbelltown and Macquarie Fields Local Area Commands will present a summary of crime trends for the LGA.

Officer's Recommendation

That the information be noted

Committee Note: The Sub Committee was presented with a summary of crime statistic results for the Campbelltown and Macquarie Fields Local Area Commands.

The majority of key crime measures show a slight decrease. There have been some peaks for break and enter dwellings/non dwellings and stolen motor vehicle, which have been responded to with some targeted policing of key suspects.

Sub Committee's Recommendation (Gilholme/Thomas)

That the information be noted.

CARRIED

7.2 Campbelltown City Crime Prevention Plan 2009 - 2012

Purpose

To provide the Community Safety Sub Committee with an update of the Campbelltown City Crime Prevention Plan 2009 - 2012.

Report

As previously reported to the Sub Committee, Council has developed a Crime Prevention Plan for the Local Government Area (LGA). The plan is in the final stages of the endorsement process. Council has received positive remarks from the Crime Prevention Division of the Department of Justice and Attorney General with regards to the Campbelltown City Crime Prevention Plan 2009 - 2012. The plan was placed on public exhibition during the period of December 2009 to February 2010 to allow the community to opportunity to comment on the plan. No comments were received by Council. The plan can now be presented to Council for formal endorsement. Once endorsed by Council the plan can be forwarded to the Crime Prevention Division for endorsement by the Attorney General. After the plan has been endorsed Council is eligible to submit applications for funding under the Community Safety Compact scheme.

Officer's Recommendation

That the Campbelltown City Crime Prevention Plan 2009 - 2012 be submitted to Council for adoption.

Sub Committee's Recommendation (Gilholme/Brett)

That the Campbelltown City Crime Prevention Plan 2009 - 2012 be submitted to Council for adoption.

CARRIED

7.3 Local Issues Raised by the Community

Purpose

To provide the Community Safety Sub Committee with an update on local issues raised by the community.

Report

The community has raised concerns regarding issues arising at the specific locations listed below:

Nil at time of the printing of the report.

Officer's Recommendation

That the information be noted.

Committee Note: The following issues were raised to the Sub Committee's attention:

- Recently there has been a spate of graffiti attacks in Park Central, Council is currently monitoring this and is removing the graffiti as soon as possible.
 - Robert Northey Bridge, St Andrews - It was noted that there has been several reports of anti-social behaviour in the vicinity of the Robert Northey Bridge, St Andrews. The Director City Works advised that he will provide relevant information to the Local Area Command, and upon receiving telephone calls from concerned residents, encourage them to keep a record of events and report them directly to the Local Area Command.
 - Koshigaya Park Campbelltown - Safety Concerns - it has been reported that there was a recent early evening attack. The Director City Works asked members of the Local Area Command if there is a pattern of similar attacks within Koshigaya Park. It was noted that there has not been a pattern of attacks within Koshigaya Park.
 - Ingleburn - Town Centre (Woolworths)- It was noted that a number of residents have raised concerns regarding vehicles speeding in the share zones (10km zones) outside of Ingleburn Woolworths. A number of pedestrians in this area have had some close calls. The Director City Works advised that he will investigate the matter and assess the need for the installation of additional signage.
 - Speeding in School Zones - It was noted that speeding is also a major issue within school zones across the Local Government Area.
 - Park Central - It was noted that there is a regular group of youths gathering at Marsden Park in Park Central. Due to Police presence the number of large groups has reduced however the times that they attend the area have changed. This information was forwarded to Local Area Command.
 - Park Central - It was noted that there are a number of issues with motorised push bikes, Sub Committee members asked members of the Local Area Command if there is any legislation in relation to the usage of these push bikes. It was noted that at this stage there is not any relevant legislation in place, however, the bicycles must be under a certain engine capacity (cc), or they are not permitted to ride on footpaths and require registration.
-

- **Monkey Bikes (mini motorbikes)** - It was noted that there are a large number of youths travelling on Monkey Bikes. Local Area Command advised that unless the riders are caught in the process of riding the vehicle it is very difficult to control, or a witness can present a statement and be prepared to attend court to support their statement. It was further noted that a number of parents are not aware of the legal ramifications of these motorbikes and that they must comply with relevant legislation. It was further noted that perhaps parents of the riders are unaware of the legal ramification of the illegal motorbike use and that there are relevant laws to be complied with.
- **Trees encroaching road** - It was noted that there are a number of roadside trees encroaching Narellan Road, between Kellicar and Moore Oxley Bypass. A number of vehicles are swerving to miss the overhanging branches. The Director City Works advised that this issue will be followed up as a maintenance item.

Sub Committee's Recommendation (Freeman/Montano)

That the information be noted.

CARRIED

7.4 Community Safety Program 2010

Purpose

To provide the Community Safety Sub Committee with an update of the proposed Community Safety activities for 2010.

Report

The Campbelltown City Council Community Safety Program will continue to actively promote community safety, projects and crime prevention messages throughout the Local Government Area during 2010. The Community Safety Program for 2010 will predominately focus on the following activities:

- Promotion of community safety and crime prevention information and resources through Council facilities for example distribution through libraries, leisure centres and child care centres.
 - Promotion of community safety and crime prevention information and resources through media outlets for example local paper and radio outlets.
 - Promotion of community safety and crime prevention information and resources through Council events for example: Ingleburn Alive and Fisher's Ghost Festival.
 - Consultation with community members through location specific local community safety meetings that identify safety concerns or issues specific to that community.
 - Liaison with Police, Security providers and Main Street Association at security meetings.
 - Working partnership established with UWS Security to discuss community safety issues specific to the local campus and students. Information packs to be developed and workshops covering personal safety presented to students.
-

- Operation Bounce Back program will run again in July 2010. Vehicle engine immobiliser vouchers will be distributed to owners of high risk vehicles along with an education campaign.
- Development of an A-Frame trailer to be utilised as a mobile billboard to promote community safety messages.
- Development and implementation of projects identified within the Campbelltown City Crime Prevention Plan 2009-2012.
- Joint Safety Audits conducted where issues or concerns arise. Recommendations implemented where feasible.
- Continuation of the rapid removal component of the Anti-Graffiti Initiative. Reestablishment of a working party to monitor graffiti in the LGA, to develop strategies to combat graffiti vandalism and to identify offenders.

Officer's Recommendation

That the information be noted.

Sub Committee's Recommendation (Montano/Kent)

That the information be noted.

CARRIED

8. General Business

8.1 Council Representation at Community Committees

It was noted that at a number of community committees Council representation is minimal, a number of community concerns are raised at these meetings and a number of issues raised are Council issues. It was suggested that the link between Council and Community Committees be re-established. Community Committees include: Macquarie Fields, Claymore and Minto.

The Manager Technical Services provided business cards and noted that he will in liaison with the Manager Community Resources and Development endeavour to contact the Community Committee's to re-establish the link.

Sub Committee's Recommendation (Brett/Thomas)

That the information be noted.

CARRIED

8.2 Macarthur Garden Electronic Notice

It was noted that there are a number of residential developments which have their own electronic notice systems that alerts the residents of crimes within their area.. It was suggested that this initiative be extended to further communities.

The Director City Works advised that this initiative is promoted by the developer, however this initiative will be reviewed and opportunities for the potential extension of electronic notice systems will be reviewed.

Sub Committee's Recommendation (Thomas/Potts)

That the information be noted.

CARRIED

8.3 Ingleburn Alive Festival

Planning is underway in relation to traffic control for the Ingleburn Alive Festival to be held 20 March 2010. It was noted that there a Committee Meeting for Ingleburn Alive Festival will be held 11 March 2010 to discuss operational matters in relation to the Festival.

Sub Committee's Recommendation (Brett/Thomas)

That the information be noted.

CARRIED

Next meeting of the Sub Committee is to be held 13 May 2010 in Committee Room 3.

Councillor Fred Borg
Chairperson

1.3 Graffiti Action Day

Reporting Officer

Acting Manager Technical Services

Attachments

1. Volunteer Registration Form
2. Graffiti Action Day Flyer

Purpose

To provide Council with an update on the upcoming Graffiti Action Day.

History

Council for a number of years has organised its own Community Clean Up Graffiti Days. These have been held at Minto, Glenfield and Ingleburn and have involved not only the removal of graffiti but also implemented preventative measures such as planting to restrict access to surfaces.

Various resources are used to remove graffiti from the Local Government Area which include two Graffiti Action Teams (GAT), Council contractors, The Department of Corrective Services, volunteers involved in the Police Blockout program, residents and businesses (some using Council supplied graffiti kits). Council's campaign against graffiti involves physical removal, protective coatings to surfaces, landscaping and community education.

Report

Keep Australia Beautiful NSW, in partnership with the State Government, has organised a state wide graffiti removal day for 2 May 2010, and is seeking the support of individuals, businesses, utilities and other Government agencies to assist on the day. There are two ways volunteers can get involved with the event. They can register as a volunteer and will be directed to Local Project Site Coordinators, or, if they have an interest in a particular site, they can register and become a Project Coordinator.

Council intends to register as a Project Coordinator for an area located between Ambarvale Sports Complex through to the railway line. The extent of the work will depend upon the number of volunteers that participate. On the day, Council's GAT team will be onsite as well as the Police Blockout trailer. The approach for the day will be both removal and preventative measures.

To register for the State-wide event, volunteers are required to complete the registration form attached to the report, and email it to the Graffiti Action Day website. Local volunteers can also register their attendance with Council's Customer Service Centre who will provide details to volunteers. Council will promote the event through a media release and information on our website.

On the day, participants will meet and disperse at Park Central, near the Ambulance Station. The day will commence at 8am and conclude at 11am and attendees will be supplied with hand protection, refreshments and a certificate of appreciation.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Chanthivong/Hawker)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 4 May 2010 (Rule/Borg)

That the Officer's Recommendation be adopted.

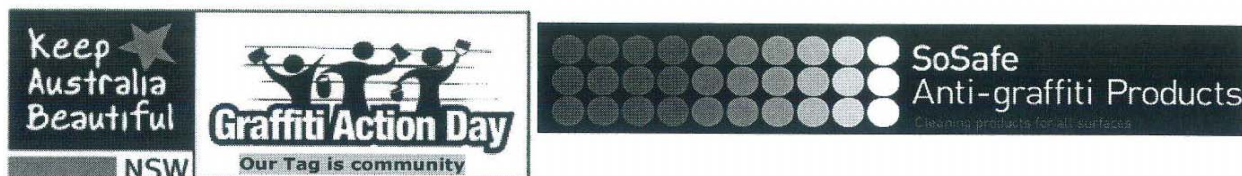
Addendum: (Matheson/Greiss)

2. That Council write to the relevant Minister (The Attorney General) clarifying recent legislation and associated provisions whereby offenders caught committing acts of graffiti are as part of their sentence enforced to work off the fine imposed by the court by removing the graffiti at a rate of \$30 per hour and noting that Council believes that consideration should be given to paying off their fine at a lesser rate per hour.

Council Resolution Minute Number 76

That the Officer's Recommendation incorporating the Addendum be adopted.

ATTACHMENT 1



Volunteer Registration Form

Name of volunteer:

Mobile no: Other contact no:

Name of suburb/location you wish to work in?

What Council area is the graffiti site located in?

Do you understand the goals of the Graffiti Action Day? (The goals are on our website)

Yes ☐ No ☐

Are you comfortable in being directed by the site co-ordinator on:

- safety issues: Yes ☐ No ☐
- hazard identification and management: Yes ☐ No ☐
- correct graffiti removal: Yes ☐ No ☐

Are you prepared to wear the correct personal protection equipment?

Yes ☐ No ☐


Are you medically fit to volunteer for the day*?


Yes ☐ No ☐

Thank you for registering as a volunteer. We will be in touch with you soon.

**Note: Volunteers working at the sites in this program are assumed to understand their medical conditions / history and are capable of performing such activities as a normal healthy person. Keep Australia Beautiful NSW cannot be reliable for incidences that occur due to the volunteers' medical conditions.*

ATTACHMENT 2

Keep Australia Beautiful  **NSW**



Graffiti Action Day
our tag is community


our tag is community

**SHOW PRIDE IN YOUR
COMMUNITY & JOIN IN THE
GRAFFITI ACTION DAY**

**A volunteer program to help remove graffiti
SUNDAY 2ND MAY 2010**

**For further information
email. graffitiactionday@kabnsw.org.au**

 **SoSafe**
Anti-graffiti Products
Cleaning products for all surfaces


NSW
GOVERNMENT

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2. OPERATIONAL SERVICES

No reports this round

3. ASSETS AND SUPPLY SERVICES

3.1 T10/03 Saw Cutting and Coring

Reporting Officer

Manager Operational Services and Manager Assets and Supply Services

Attachments

The following Confidential attachment has been distributed to Councillors under Separate Cover as both tenderers have indicated that the contents of their Tender are commercial-in-confidence.

Evaluation and Pricing Matrix

Purpose

To advise Council of the tenders received for T10/03 Saw Cutting and Coring.

Legislation

This tender process was conducted in accordance with the *Local Government Act 1993*, the *Local Government (General) Regulation 2005* and Council's Procurement and Contract Management Policy.

Report

This report provides details of the tenders received for the provision of Saw Cutting and Coring (T10/03) services, and recommends that Council accept the tender submitted by Pro-cut Concrete Cutting Pty Ltd.

Tender Document

Organisations were requested to submit the following information with their tender response:

- Company details
 - Referee details
 - Company experience
 - Nominated staff
-

-
- Scenario responses
 - Evidence of financial stability
 - Response times
 - Price
 - Insurance details
 - Environmental practices
 - OHS management system
 - Sub-contracting details

Contract Expenditure

It is anticipated that works under this contract will be approximately \$180,000.00 over the period of the contract. Funds for these works are allocated in Council's budget.

Contract Term

The contract term for this contract will be for a period of two years with an option of a further 14 month extension.

Advertising of Tenders

Tenders were advertised in the Sydney Morning Herald, The Macarthur Advertiser and The Macarthur Chronicle in the weeks commencing 22 February and 1 March 2010. Tenders were also advertised on Council's website. The Ingleburn and Campbelltown Chambers of Commerce and Industry were notified.

Tenders Received

Tenders closed on Tuesday 16 March 2010. Two on-time responses were received from the following organisations:

- Mastercut Concrete Cutting Aust Pty Ltd
- Pro-cut Concrete Cutting Pty Ltd

Tender Evaluation Process

The Evaluation Panel, consisting of officers from Operational Services and Business Assurance evaluated the tenders against the following weighted criteria:

- Qualifications and experience
- Suitability of price
- Quality of scenario responses
- Financial viability
- Environmental policy
- Degree of commitment to NSW Occupational Health and Safety Legislation and Council's Occupational Health and Safety policies and procedures

The Evaluation Panel used Council's standard 0-5 scoring system for all non-pricing criteria with 5 being the highest score.

The scoring of tendered prices was determined using the 'normalised price score' methodology (lowest Tendered Price/ Tendered Price x 5 (maximum score)) based on cumulative totals of the scenario pricing and item prices received.

Tenderer Not Recommended

Mastercut Concrete Aust Pty Ltd (Mastercut) is not recommended for the following reasons:

- Mastercut were more expensive than the recommended Tenderer
- Mastercut provided a less suitable response towards environmental practises
- Mastercut provided a less suitable response to presented scenarios
- Mastercut provided a less suitable company and experience response.

Tenderer Recommended

Pro-cut Concrete Cutting Pty Ltd (Pro-cut) are recommended to provide saw cutting and coring services for the following reasons:

- Pro-cut provided the best overall response to Council
- Pro-cut provided sound knowledge of the requirements
- Pro-cut identified qualified persons with many years experience
- Pro-cut provided a satisfactory scenario response
- Pro-cut provided the lowest pricing
- Pro-cut referee checks were satisfactory.

Pro-cut Concrete Cutting Pty Ltd (Pro-cut) are the incumbent contractors.

Management of Proposed Contract

In order to satisfy Council's contract management requirements and due to the OHS exposure of the works required in this contract, the Council officer assigned to managing the contract will work with Pro-cut Concrete Cutting Pty Ltd to ensure their occupational health and safety documentation is satisfactory and in accordance with Council's contract management requirements prior to the commencement of the works. Pro-cut Concrete Cutting Pty Ltd will be subject to stringent contract management and safety reviews throughout the duration of the Contract.

Officer's Recommendation

1. That Council accept the offer of Pro-cut Concrete Cutting Pty Ltd for the provision of saw cutting and coring services for a period of two years with the option of a 14 month extension.
 2. That Council documents be executed under the Common Seal of Council.
 3. That the unsuccessful Tenderers are notified of the results of the tender process.
-

Committee's Recommendation: (Chanthivong/Borg)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 4 May 2010 (Rule/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 76

That the Officer's Recommendation be adopted.

3.2 Status of Major Asset Capital Funded Projects

Reporting Officer

Manager Assets and Supply Services

Attachments

Nil.

Purpose

To provide information on the status of major capital projects of the 2009-2010 financial year funded by Council or other Government agencies.

History

Council has been successful in attracting a series of grants to assist in the provision of assets for a wide range of recreational and cultural assets.

The provision of additional funding from Council and the nominated grant sources has allowed Council to construct much needed infrastructure over this current year and next year.

Report

A list of projects, their funding amount, and status is provided for Council's information

Project	Funding	Completion Date	Source of Funding
Campbelltown Sports Stadium	\$8m	April 2010	Federal Government
Campbelltown Sports Stadium (Water Harvesting project)	\$650k	February 2010	Council
Campbelltown Netball Association	\$2.1m	May 2010	Federal Government/Council /Netball

Project	Funding	Completion Date	Source of Funding
<i>RLCIP Stimulus Round 1 (14 projects)</i> <ul style="list-style-type: none"> • Blinman Park Carpark Upgrade • Clarke Reserve Playing Surface Upgrade • Rizal Park Playground Installation • St Helen's Park Community Hall Refurbishment • Bradbury Oval, Amenities and Change Room Facility • Koshigaya Park Toilet Facility Refurbishment • Mawson Park Playground Installation • Woodlands Baseball Complex Upgrade • Campbelltown Swimming Centre Upgrade • Eschol Park Sporting Fields Upgrade • Macquarie Fields Park Facility Upgrade • Bob Prenter Reserve Playing Surface Upgrade • Kearns Community Hall Refurbishment • Bow Bowling Cycle Way Project 	\$1.517m	September 2009	Federal Government
<i>RLCIP Stimulus Round 2 (6 projects)</i> <ul style="list-style-type: none"> • Waminda Oval Refurbishment Project • Ambarvale Sports Field Project • Koorringa Reserve Change Room Project • Hurley Park Canteen and Toilet Facility • Milton Park Flood Lighting Project • Campbelltown Theatre Old Town Hall Project 	\$643k	September 2010	Federal Government
Macquarie Fields Triathlon Track	\$500k	June 2010	Federal Government/Council
Cycleway (Kellicar precinct)	\$250k	May 2010	Federal Government/Council
Macquarie Fields Skate Park	\$650k	August 2010	Council

Project	Funding	Completion Date	Source of Funding
Campbelltown Swimming Centre " Water Park " Solar Power Heating	\$1m	October 2010	Council
	\$120k	October 2010	State Government
	\$110k	October 2010	State Government
Annual Road Rehabilitation Program	\$3.5m	May 2010	Council
Child Care Centre Upgrade	\$400k	January 2010	Council
Annual Playground Program	\$560k	February 2010	Council
Customer Service Centre Project	\$200k	June 2010	Council
Farrow Road Car Park	\$1.5m	February 2010	State Government/Council
Farrow Road Realignment	\$5.75m	December 2011	Council
Sarah Redfern Field Project	\$400k	May 2010	State Government
Raby Cricket Complex	\$1.2m	December 2010	State Government/Council /Cricket NSW

The amount of funding provided through funding initiatives from Federal and State Government has allowed Council to bring forward much needed recreational facilities.

A summary of contributions is as follows:-

Council	\$13,785,000
Federal Government	\$12,635,000
State Government	\$ 2,730,000
The total value of the works is	\$29,650,000

All projects are in the process of completion, construction or design development.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Hawker/Thomas)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 4 May 2010 (Rule/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 76

That the Officer's Recommendation be adopted.

3.3 Redevelopment of Campbelltown Sports Stadium

Reporting Officer

Manager Assets and Supply Services

Attachments

Nil.

Purpose

To update Council on the redevelopment of the Campbelltown Sport Stadium.

History

In June 2009, Council approved the awarding of a tender to Hooker Cockram Projects Pty Ltd (Hooker Cockram) for the redevelopment of Campbelltown Sports Stadium.

The redevelopment would include

- Additional 3000 seating capacity
- Refurbishment of the private box and media areas located on level 3 of the Western Grandstand
- Refurbishment of the players change room facilities on the ground level of the Western Grandstand

Report

Incoll Management Pty Ltd (Incoll) was successful as project managers to oversee the works on behalf of Council. Incoll had previous experience with Council on this site with the Stage 2 redevelopment which involved the construction of the Eastern Grandstand and Athletics complex.

Hooker Cockram and Incoll managed the quotation process for all trades and services as a design and construct procurement project. This procurement methodology, plus the decision to "contract out the video scoreboard" rather than outright purchase, allowed Council to secure extremely competitive rates that allowed further works to be undertaken.

The additional works were primarily to provide additional seating (approximately 3000 at the northern and southern berm areas), additional toilet facilities, ticketing building, air conditioning to the Eastern Grandstand and other minor works.

In addition, the project team considered the installation of a 230,000 litre underground water tank would be a good initiative to capture stormwater runoff from the Western Grandstand and this was funded through the Stormwater Levy Program.

The 20,000 capacity facility now offers significantly more scope for a wider range of sporting codes at the highest level of competition as well as various entertainment opportunities.

Previously 8,500 patrons enjoyed fixed seating, however the stadium will now accommodate 13,500 fixed and flip top seating, offering greater comfort to the public.

Consultation with the media groups, various sporting codes, community groups and the Federal Government have all contributed to what is now regarded as a significant and prominent sporting facility in the South West Sydney Region.

The Campbelltown Sports Stadium will be officially opened by the Prime Minister the Honourable Kevin Rudd on 2 May 2010.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Borg/Glynn)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 4 May 2010 (Rule/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 76

That the Officer's Recommendation be adopted.

3.4 Rebate Provided to Council by Using Local Government Procurement Contracts

Reporting Officer

Manager Assets and Supply Services

Attachments

Letter from Local Government Procurement (LGP) dated 7 April 2010.

Purpose

To advise Council of the Rebate Council received by using LGP contracts.

History

Under the Local Government Act there are four Government approved agencies that Council can access for the provision of goods and services. They are:-

NSW Department of Commerce (mainly focused on State Government)

LGP (focused on Local Government)

Department of Administrative Services (focused on Federal Government)

Strategic Purchasing (focused on Victorian State Government but can be used by NSW Government)

Report

Campbelltown City Council has accessed twelve LGP contracts for the provision of goods and services and the contracts that have been used are identified in the attachment provided with the LGP's letter

In using LGP contracts, Council receives a rebate from LGP which is derived from administrative fees placed on successful contractors. Council's financial return is calculated over the calendar year and the amount Council will receive for the 2009 year is \$5,649.27.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Hawker/Borg)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 4 May 2010 (Rule/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 76

That the Officer's Recommendation be adopted.

ATTACHMENT 1



Local Government
PROCUREMENT

Level 8, 28 Margaret Street, Sydney NSW 2000
t: 02 8270 8700 f: 02 8270 8711
GPO Box 4742, Sydney NSW 2001
e: info@lgp.org.au w: www.lgp.org.au

7 April 2010

Mr Paul Tosi
General Manager
Campbelltown City Council
PO Box 57
CAMPBELLTOWN NSW 2560

COPY:

Mayor - Cr Russell Matheson

Senior Procurement and Contracts Officer - Mrs Rochelle Whipps

Dear Mr Tosi

LGP Rebate Sharing with Councils

Local Government Procurement (LGP) currently has 23 varied contracts available to councils.

An important incentive for councils choosing to buy off LGP contracts is the sharing with councils of a percentage of the supplier management fee received by LGP.

I am very pleased to advise that your council is entitled to a payment of **\$5649.27** based on purchases for the period January to December 2009. Our cheque to this value is attached.

A summary of your purchases is also attached. If there are any queries relating to these figures please contact LGP in writing to info@lgp.org.au, by no later than 23 April 2010.

We thank you for your support of LGP and encourage your use of the contracts in place. Not only do they meet your council's needs but they can be a significant unbudgeted source of income for your council.

You will note from the summary that your council may not be fully utilising the contracts available to you. Can I suggest that your council explore these under utilised contracts as the feedback received from those using these contracts has been very positive.

Thank you again for your support.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Paul Braybrooks'.

Paul Braybrooks
Chairperson
Local Government Procurement

Enc – Council Spend on LGP Contracts Report and LGP Contracts Overview

3.4 Rebate Provided To Council By Using Local Government Procurement Contracts

ANNUAL REBATE SHARE DETAIL: 2009

Campbelltown City Council

Contract	Sales	Rebate
LGP1007 - Office Supplies and Stationery	\$124,990.16	\$312.48
LGP106 - Advertising Media		
LGP107 - Corporate Wardrobe	\$17,709.91	\$55.34
LGP108 - Microsoft LARs	\$236,875.94	\$296.10
LGP109 - Debt Recovery		
LGP1107 - Operating Lease Services		
LGP1608 - Trucks and Garbage Collection		
LGP206 - Mobile Garbage Bins		
LGP207 - Workwear		
LGP207 & LGP307 - LGP207 - Workwear and LGP307 -	\$71.76	\$0.22
LGP306 - IT Hardware	\$325,263.26	\$1,016.45
LGP307 - Safety Apparel and PPE		
LGP308 - Park and Street Furniture	\$492,432.74	\$1,231.08
LGP406 - Advertising Agencies	\$86,558.45	\$367.87
LGP407 - Telecommunications	\$376,997.68	\$1,178.12
LGP408 - Chemicals	\$300.00	\$0.75
LGP507 - Library Books and AV	\$18,471.71	\$23.09
LGP508 - Small Plant and Outdoor Power Equipment	\$359,293.34	\$1,122.79
LGP707 - Heavy Plant		
LGP808 - HR and Temporary Placements	\$35,987.47	\$44.98
LGP908 - Pipes and Fittings		
LGP909 - TBA		
	\$2,074,952.42	\$5,649.27

4. EMERGENCY SERVICES

4.1 Bush Fire Risk Management Plan

Reporting Officer

Manager Emergency Management

Attachments

Nil.

Purpose

To advise of the approval by the Rural Fire Service of the Macarthur Bush Fire Risk Management Plan that was outlined to Council on the briefing night conducted on the 11 August 2009 and at the Council Meeting of the 4 August 2009. Council resolved that the Bush Fire Risk Management Plan be submitted to Council once the planning process was completed and the plan approved.

History

Section 63 of the Rural Fires Act 1997 places on Councils an obligation for the protection of life, property and the environment through the targeting of bushfire hazards within our resources.

The Rural Fires Act 1997 in particular Section 52 required that each Local Government Area containing a rural fire district must establish a created Bushfire Management Committee whose role includes the development of Bush Fire Risk Management Plan (BFRMP).

The plan identifies the level of bushfire risk, treatment options that should be applied such as hazard reduction and Council's responsibility for the implementation of the treatment options. The current plan identifies a range of locations and properties that are assessed from extreme to very high risks and are identified and this will be the focus of Council's Hazard Reduction Program.

The Rural Fires Act has a statutory obligation on all member agencies of the Bushfire Management Committee of which Local Government forms part to produce a plan for 5 years.

Report

The briefing night and subsequent Council meeting outlined the role of Local Government as a member of the Bush Fire Management Committee, Local Government's responsibility under the Rural Fires Act and the components of the BFRMP and the range of hazard reduction activities Council already undertakes as part of Council's overall Hazard Reduction Strategy.

On display during the briefing were the bush fire risk maps which outlined the assets within each area, the level of risk and the identified treatment options for comment.

Council, as a major land manager in the LGA, has a significant responsibility to implement the strategies identified in the plan as Council's responsibilities over the coming 5 years.

The focus for this planning period will be assets that have been assessed as having an extreme to very high risk. Council is required to report 6 monthly to the Macarthur Bush Fire Management Committee on its progress in meeting the treatment options identified as Council's responsibility. The minutes of these meetings are reported to Council.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Borg/Chanthivong)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 4 May 2010 (Rule/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 76

That the Officer's Recommendation be adopted.

4.2 Additional Fire Mitigation Funding

Reporting Officer

Manager Emergency Management

Attachments

Nil.

Purpose

To advise Council of additional funding provided for Fire Mitigation Works for 2009/2010 from the NSW Rural Fire Service for hazard reduction works in the Campbelltown LGA.

History

The Bush Fire Coordinating Committee is responsible for ensuring that adequate fire prevention and mitigation measures are carried out in NSW. While land owners such as Council are responsible for land under their control the Bush Fire Coordinating Committee makes available funds each year to assist with fire prevention and mitigation measures.

Priorities for works to be funded are determined on a risk management based approach set by the local Bush Fire Management Committee from the Bush Fire Risk Management Plan.

This year Council was originally allocated \$50,907 for works.

Report

The Commissioner of the Rural Fire Service initially advised Council of our allocation for 2009/2010 of four projects covering fire trail and fire mitigation works.

The specific projects that Council has been successful in obtaining funding for were:

Long Point	\$36,425
St Helens Park	\$238
Leumeah - West Smith Creek	\$444
Airds - Riverside Drive	\$13,800

Council resolved at the Meeting of the 20 October 2009 that the Mayor and General Manager seek a meeting with the Minister for Emergency Services to raise Council's concerns at the reduced level of funding provided for the 2009/2010 bush fire mitigation works.

Following the meeting between the Mayor, General Manager and the Minister for Emergency Services, Council has been advised that additional funding for hazard reduction works has been approved to the value of \$54,500 for the following works:

West Wedderburn SFAZ	\$9,750
St Helens Park SFAZ	\$3,400
Hansens Road West HR	\$9,850
St Helens Park SFA	\$3,500
Georges River West Part 1	\$10,500
Georges River West Part 2	\$2,300
Georges River West Part 3	\$3,300
Georges River West Part 4	\$3,600
Georges River West Part 5	\$8,300

Officer's Recommendation

That Council approve the additional program of works to be funded from the Rural Fire Service Fire Mitigation Fund subject to the required terms and conditions.

Committee's Recommendation: (Borg/Glynn)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 4 May 2010 (Rule/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 76

That the Officer's Recommendation be adopted.

5. GENERAL BUSINESS

Nil.

11. CONFIDENTIAL ITEMS

No reports this round

A Rule
CHAIRPERSON
